

THE SCIENCE OF POLITICS.

THE SENATE'S ARRAIGNMENT OF THE SECRETARY OF THE NAVY.

The SICKNESS WHICH REQUIRED IN THE DIS-
CHARGE OF SEVEN THOUSAND WORKMEN—
THE EIGHTH-HOUR LAW—DEATH TO POY-
GAM—THE RESTORATION OF MISSISSIPPI—
THE PRO-SLAVERY ADMINISTRATION AGAINST
FREE STATE.

Washington, Feb. 5.—On motion of Mr. Monroe (Rep., N.Y.) the joint resolution authorizing the Secretary of the Navy to transfer to the use of the Bureau of Construction and Repair of Steam Engineers such appropriations to the credit of the other Bureau in that Department as may be required was taken up.

Mr. SHAW (Rep., Ill.) said that at the last session Congress appropriated all the money deemed necessary for the Naval Board of Construction and Repair.

Mr. RUSSELL (Rep., N.J.) said that the Navy Department went on to make an expenditure twice the amount appropriated.

The extent to which the Departments had in making transfers of money without previous vote legislation by Congress was shown by the fact that on the books of the Treasury it appeared on July 1, 1868, there was \$143,000,000 among Departments still appropriated and unexpended.

This amount \$70,000,000 belonged to the Navy Department.

He proposed that Congress should not be put on to this practice of the Departments transferring appropriations from one source to another but should provide for carrying all the unexpended balance at the end of each fiscal year to a new fund, from which appropriation should be made by special legislation.

He favored the present system, as it would enable the Government to proceed on the work more incompletely in the various navy yards, which, if left in its present condition, would become a drain and decay, and entail expense on the government.

Mr. MORRILL (Mass.) explained that the bill did not propose the expenditure of a single dollar, but rather the restoration of the eight-hour day.

In the Senate, yesterday, Mr. Sherman (Rep., Ohio), from the Committee on Finance, recommended holding up to authority the sum and consideration of the national debt, to extend banking facilities.

He stated, that for the purpose of raising the interest of the United States and reducing the interest of the national debt, he had been authorized to have authority to issue bonds of the Bureau of Construction and Repair of the Navy Department.

Mr. HAGGIN (Rep., N.H.) said that the Secretary of the Navy had issued a call for tenders.

Mr. COOPER (Rep., N.Y.) said that the Senate and House were considering the Senate and House to this matter in order to prevent

THE DISGRACE OF WOMEN.

At the Navy Yards employed under the Bureau of Construction and Repair. The present object was to reduce the number of men so as to fit the force of workmen to the wants of the government.

Mr. CRAGIN (Rep., N.J.) said that the larger number might be continued. Mr. Cragin admitted that the Navy Department had in the beginning of the present fiscal year, employed in the Navy Yards,

more than eight hundred women.

Employed, but in their judgment at the exigencies of war required the extra numbers. He argued that the most important service to the country in building of a navy was for building iron-clads and iron vessels to navigate the rivers of the country.

Mr. COOPER (Rep., N.Y.) said that the work done by our sea-going vessels had been overhauled, and repairs to the class of vessels were further required. The work done by our steam engineering department was not for them to do, and he believed their services to be necessary.

Mr. COOPER intended to amend by making a direct appropriation to the Bureau of Construction and Repair of steam engineering of an amount equivalent to that proposed to be transferred from the Navy Yards.

Mr. HOWARD (Rep., Mich.) said his inference was that the object of the bill was not to carry on the government's work, but to wane into the hands of the larger number of men who were necessarily employed in the Navy Department. He said he did not believe in converting the United States into a military state.

ELIMINARY INSTITUTION.

Mr. MORRILL (Mass.) said that the Senator would find in the report of the Secretary of the Navy that since March last eight-thousand vessels had been repaired or reconstructed, so that the work of the Bureau referred to. This showed that the appropriations made to that source had been expended.

Mr. COOPER (Rep., N.Y.) said that the present amount might be continued.

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THE EIGHTH-HOUR LAW.

Mr. MORRILL (Vt.) in reply to an inquiry by Mr. COOPER (Rep., N.Y.), said that the enactment would secure the practical operation of the Eight-Hour Law, and that the bill was intended to be applied to pay for the time employed by the Navy Department, and by the Attorney General in regard to compensation per day for the number of hours worked.

Mr. COOPER (Rep., Vt.) said that the understanding in the Senate appeared to be that the men were to be employed as a matter of charity. He therefore moved to amend by adding the words, "that they should be paid as a matter of charity, and that they should be paid as at no higher rate than that which is."

PAID BY PRIVATE CITIZENS.

Mr. PALEY (Dem., Ky.) said it appeared to be generally conceded that the Secretary of the Navy had administered the affairs of his Department in

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Mr. COOPER (Rep., N.Y.) said that the bill was productive in that six months had been saved through the whole appropriation, which contained more than twice as much as was incurred.

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